

A TRIP TO SCANDINAVIA AND ENGLAND

Highlight of our brief stay in London was an evening spent with D.W. MacGregor, author of "The Tea Clippers," who is working on a companion volume to cover the Australian traders, and has assembled a remarkable collection of plans to serve as background material.

One interesting item was a drawing prepared before 1854 by the Hall firm of Aberdeen, illustrating how their "Aberdeen bow" would diminish the tonnage of a vessel under the tonnage measurement law then in use.

We did not get a chance to see CUTTY SARK, but we understand work of refitting her is progressing nicely.

At Horten, Norway, we saw the training ship CHRISTIAN RADICH at anchor in the roadstead, and the following day we saw several sailing ships at Stockholm: the AF CHAPMAN, permanently laid up as a youth hostel, but still carrying nine yards aloft; the auxiliary topsail schooner SUNBEAM, the training ship of the Rydberg Foundation, but now idle at the naval base; and the hull of the former four-masted bark MOSHULU, being turned into a barge. There is also a host of little Baltic galeases at Stockholm, which carry all kinds of building materials and supplies to the metropolis.

The National Maritime Museum of Sweden was described in LOG CHIPS for November 1952, and we can only report that on a personal visit it is more outstanding than it appeared in the descriptions available to us. The merchant marine section is well designed to bring home to the citizen how much of his nation's economy depends on the sea, and a good touch is the inclusion of actual samples of cargo, such as coal, lumber, and wood pulp.

The naval section has an excellent exhibit of armor and projectiles-- again, items that the ordinary citizen seldom encounters in his own experience, but which are of considerable importance to him none the less.

At Göteborg we found the four-masted bark VIKING, another youth hostel, and we also visited the Sjöfartsmuseum there. On two floors, it covers all phases of seafaring, including air transport, and not neglecting oceanography and the fisheries. There is an aquarium in the same building,

and alongside it is a tower erected to the Swedish seamen lost in World War I. The surrounding park area contains anchors, cannon, and statuary of maritime significance.

Next stop was Copenhagen. Here, at Charlottenlund, the Ministry of Fisheries has a museum of fisheries and oceanography, which gives an excellent picture of the important organisms of the sea and how they are studied scientifically. Models of the three research vessels named DANA are a highlight of this collection.

Across the way is a very fine fresh- and salt-water aquarium, which is noteworthy particularly for the attention that has been given to the backgrounds of its exhibits, although in some cases the color schemes chosen far transcend nature.

An hour by train to the north of Copenhagen is Helsingør, where Hamlet's castle now houses the Museum of Trade and Shipping. Passing from exhibit to exhibit, arranged in order from Viking times to the present, one covers the entire circuit of the castle. There is an amazing wealth of material on all phases of Danish shipping, and even such details as the ferry service from Helsingør to Sweden, once carried out in rowboats, are not neglected.

This museum also publishes a yearbook with a selection of well-illustrated articles on various subject in its field, and also sponsors a series of special publications, one of which is reviewed later in this number of LOG CHIPS. Details of membership in the museum association are available from LOG CHIPS, if any readers are interested.

In Copenhagen, also, we called on Mr. Jens Malling, who has prepared the lists of Danish vessels for LOG CHIPS, and we passed a pleasant evening with him.

CONTENTS OF THIS ISSUE

| | |
|-------------------------------------|-----|
| THE SHIPBUILDERS OF BATH, MAINE | |
| WILLIAM ROGERS..... | 110 |
| DEERING & DONNELL..... | 111 |
| BOOK REVIEWS..... | 113 |
| LUBBOCK, "Round The Horn"..... | 115 |
| MORE ON BOOKS OF SPECIFICATIONS.... | 117 |
| SAILING SHIP NEWS; NAVY RELICS.... | 118 |
| DANISH-BUILT FOUR-MASTED SCHOONERS | |
| by J. MALLING..... | 119 |
| OBITUARIES..... | 120 |

THE SHIPBUILDERS OF BATH, MAINE

V. WILLIAM ROGERS

We have dealt in this series so far with yards that specialized in contract work and which survived into the Twentieth Century. Another that fits into this category was the yard of William Rogers. The following account is based almost wholly on the Bath "Anvil" story in 1907 by Mr. Henry W. Owen Jr.

William Rogers was the son of William M. Rogers, who was born in Tamworth, N.H., in December 1788. He first kept a store in Ipswich and from there moved to Salisbury on Mount Desert Island, where he built a vessel named ONLY DAUGHTER. In 1819 he came to Bath and engaged in the lumbering business. His son, William Rogers, was born 16 Feb. 1824, and was educated at Gorham Academy. After graduation he shipped before the mast on a voyage from Boston to New Orleans, Liverpool, and back to Boston, and, but for his father's opposition, he would have made the sea his career. Instead, at the age of 21, he joined in partnership with his father in the lumber business.

In 1847, William M. Rogers & Son acquired a shipyard site now located on the property of the Bath Iron Works and built their first vessel, the ship ARLINGTON. From that time on the building and operation of ships became the principal concern of the firm. Here is their list:

| Year | Rig | Name (*owned by builder) | Tons |
|------|------|--------------------------|------|
| 1847 | Ship | ARLINGTON* | 569 |
| 1848 | Brig | SEGUIN* | 198 |
| 1848 | Sch | EAGLE* | 134 |
| 1848 | Ship | JULIET* | 524 |
| 1849 | Sch | H. NASON* | 164 |
| 1851 | Ship | MAY FLOWER* | 720 |
| 1851 | Ship | ELIZABETH* | 470 |
| 1852 | Ship | OTSEONTH* | 1137 |
| 1853 | Ship | FAVORITE* | 766 |
| 1854 | Ship | NORTHERN EMPIRE | 1499 |
| 1854 | Ship | EMILY ST. PIERRE | 883 |
| 1854 | Ship | WM. M. ROGERS | 979 |
| 1855 | Ship | J. L. WARNER | 895 |
| 1856 | Ship | MONTMORENCI* | 1085 |
| 1857 | Bark | HELLESPONT* | 454 |
| 1857 | Ship | CONFIDENCE | 649 |
| 1859 | Ship | MISSOURI | 674 |
| 1860 | Bark | LUZON* | 489 |
| 1860 | Bark | S. W. PIKE* | 541 |
| 1861 | Bark | SOO LOO | 629 |
| 1861 | Sch | BONNIE ELOISE* | 47 |
| 1862 | Bark | THOMAS FLETCHER | 639 |
| 1863 | Sch | MARGARET* | 163 |
| 1863 | Bark | MERCURY | 763 |

| | | | |
|------|---------|----------------------|------|
| 1864 | Ship | FREEDOM | 844 |
| 1864 | Brig | OCEAN BELLE* | 352 |
| 1865 | Sch | MAY* | 83 |
| 1865 | Bark | WAPPELLA* | 728 |
| 1865 | Bktn. | C. S. ROGERS | 392 |
| 1867 | Ship | BOMBAY* | 955 |
| 1867 | Bark | OMAHA | 633 |
| 1868 | Ship | HERCULES | 1279 |
| 1869 | Bark | UNA* | 792 |
| 1873 | 3m. Sch | AJAX | 319 |
| 1873 | Bark | COLUSA | 1188 |
| 1874 | Bark | FRESNO | 1244 |
| 1874 | 3m. Sch | BESSIE E. DICKINSON* | 374 |
| 1874 | Ship | HIGHLAND LIGHT | 1314 |
| 1875 | Ship | BONANZA | 1356 |
| 1875 | Sch | ANITA | 211 |
| 1875 | Ship | OREGON* | 1430 |
| 1876 | Bark | B. F. WATSON | 992 |
| 1877 | Ship | C. C. CHAPMAN* | 1652 |
| 1877 | 3m. Sch | EDDIE HUCK | 394 |
| 1877 | Ship | DANIEL BARNES | 1485 |
| 1878 | Bark | ANTONIA SALA | 534 |
| 1878 | Ship | JAMES BAILEY* | 1530 |
| 1878 | Ship | LEVI C. WADE | 1525 |
| 1879 | Barge | JUNO | 254 |
| 1879 | Bark | HAVANA | 649 |
| 1879 | Bktn. | ARTHUR C. WADE | 522 |
| 1880 | Sch | FLORENCE L. SCHEPP | 198 |
| 1880 | Bktn. | PAYSON TUCKER | 614 |
| 1880 | 3m. Sch | JOHN R. FELL | 354 |
| 1880 | Stmr | SEBENOA | 89 |
| 1880 | 3m. Sch | ALFARETTA S. SNARE | 252 |
| 1881 | 3m. Sch | MESSINGER | 344 |
| 1881 | Ship | DAKOTA* | 1271 |
| 1881 | Stmr | KANAWHA | 536 |
| 1881 | Bark | ROSE-INNES | 835 |
| 1881 | Ship | CHARMER | 1881 |
| 1881 | 3m. Sch | BELLE O' NEILL | 467 |
| 1882 | 3m. Sch | JUNE BRIGHT | 346 |
| 1882 | 3m. Sch | SARAH D. FELL | 581 |
| 1882 | 3m. Sch | E. H. WEAVER | 686 |
| 1882 | 3m. Sch | M. V. B. CHASE | 457 |
| 1882 | 3m. Sch | HARRY PRESCOTT | 433 |
| 1882 | Ship | ABNER COBURN* | 1972 |
| 1883 | 3m. Sch | GEORGIE L. DRAKE | 465 |
| 1883 | Ship | GOVERNOR ROBIE* | 1712 |
| 1883 | 3m. Sch | EMMA F. ANGELL | 862 |
| 1883 | 3m. Sch | MARY L. ALLEN | 329 |
| 1883 | 3m. Sch | DOUGLASS HOVEY | 492 |
| 1883 | Ship | KENNEBEC* | 2126 |
| 1884 | Bktn. | ARTHUR C. WADE (2d) | 699 |
| 1884 | Stmr. | W. W. URNA | 98 |
| 1884 | 3m. Sch | RELIEF | 229 |
| 1885 | 3m. Sch | EDWARD C. ALLEN TRUE | 824 |
| 1886 | 4m. Sch | BENJAMIN F. POOLE | 1136 |
| 1889 | 4m. Sch | JACOB S. WINSLOW | 910 |
| 1889 | Bark | MATANZAS | 1028 |
| 1890 | 4m. Sch | R. F. PETTIGREW | 931 |
| 1890 | 3m. Sch | JESSE C. WOODHULL | 602 |

| | | |
|-------------|---------------------|------|
| 1890 Bktn. | KREMLIN | 786 |
| 1891 4m.Sch | ELEAZER W. CLARK | 934 |
| 1891 3m.Sch | JOHN B. COYLE | 685 |
| 1891 4m.Sch | THREE MARYS | 1151 |
| 1894 4m.Sch | CLARA E. RANDALL | 950 |
| 1895 Barge | FOREST BELLE (4m.) | 1333 |
| 1896 Barge | JERSEY BELLE (4m.) | 1335 |
| 1898 Barge | KENTUCKY (4m.) | 1575 |
| 1898 Barge | WEST VIRGINIA (4m.) | 1564 |
| 1898 Barge | VIRGINIA (4m.) | 1548 |
| 1899 Barge | NEW YORK (4m.) | 1688 |
| 1900 4m.Sch | MARIE PALMER | 1904 |
| 1900 4m.Sch | MAUDE PALMER | 1745 |
| 1902 4m.Sch | CITY OF GEORGETOWN | 599 |

We left out of her proper position in the above list the ship RICHARD P. BUCK, 1567 tons, built in 1882; even so, the list totals only 98 vessels. The CITY OF GEORGETOWN was stated to have been Rogers' 100th hull, so we have missed two somewhere.

The elder Rogers died on 3 Dec. 1864, and William Rogers continued the business alone, becoming more and more a contract builder. About 1870 he acquired the former Reed yard at the South End of Bath, but after a couple of seasons there bought the old Trufant & Drummond yard, which after he retired in 1902 was incorporated into the Kelley-Spear shipyard to the south.

Mr. Rogers served in the Bath city council, in the Maine House of Representatives in 1876, 1877, and 1884, and in the Maine Senate in 1878 and 1879. Still hale and hearty at the age of 83, at the time of the celebration of the 300th anniversary of Maine shipbuilding in 1907 he prepared an interesting description of early Maine shipbuilding, which was published in the "Nautical Gazette" of 8 August 1907 and reprinted in the "Nautical Research Journal" of February 1951. It made an interesting contrast with a statement by Samuel R. Percy of Percy & Small, which described some of the methods then in use.

Mr. Rogers left Bath for a time in the period 1869-1872 to engage in some business venture in the West, but met with severe financial reverses and returned to his native city. The AJAX, which started him back on the road to prosperity, was built in 1873 in the yard of Deering & Donnell with Rogers supervising her construction for H. I. Huck of Indianola, Texas.

VI. DEERING & DONNELL

This firm was established in 1866 and dissolved 20 years later, both principals continuing as builders separately for many years more.

Gardiner G. Deering was born in 1833 in Edgecomb, Me., the son of a ship carpenter named David Deering. The younger Deering came to Bath at about 14 years of age and learned his father's trade in the yard of Henry & Rufus Hitchcock. Some years later, Henry Hitchcock's daughter Clara married a ship joiner named William T. Donnell, and in 1866 the firm of Deering & Donnell was formed to operate the former Hitchcock yard.

A native of Bath, born 20 Sept. 1837, Donnell was the son of Benjamin Donnell, who was master joiner for Richard Morse & Sons, William Rogers, and Curtis, Cox & Arnold. The new firm specialized in fishing craft and small coasters. Here is their list:

| | | |
|-------------|--------------------|-----|
| 1866 Sch | HATTIE J. HANBLIN | 32 |
| 1866 Sch | R. B. GANGLOFF | 9 |
| 1867 Sch | LIZZIE D. SAUNDERS | 43 |
| 1867 Sch | WILLIAM WALWORTH | 44 |
| 1867 Sch | GLENWOOD | 62 |
| 1868 Sch | SEA QUEEN | 61 |
| 1868 Sch | JOSEPHINE | 38 |
| 1869 Sch | J. H. ORNE | 67 |
| 1869 Sch | OCEAN BELLE | 67 |
| 1869 Sch | WHITE EAGLE | 70 |
| 1870 Sch | OCEANUS | 47 |
| 1870 Sch | DAUNTLESS | 69 |
| 1871 Sch | E. L. ROWE | 68 |
| 1871 Sch | WM. H. FOYE | 70 |
| 1872 Sch | MARY O'DELL | 48 |
| 1872 3m.Sch | WALTER B. CHESTER | 420 |
| 1873 3m.Sch | AJAX | 319 |
| 1873 3m.Sch | GEORGIE SHEPARD | 585 |
| 1874 Sch | UNCLE JOE | 63 |
| 1874 3m.Sch | WILLIS S. SHEPARD | 475 |
| 1875 Sch | MARTHA C. | 79 |
| 1875 Sch | HENRY FRIEND | 67 |
| 1875 Sch | HERBERT M. ROGERS | 77 |
| 1875 Sch | GEORGE A. UPTON | 56 |
| 1875 Sch | LIZZIE | 72 |
| 1876 Sch | ALICE | 89 |
| 1876 Sch | WINIFRED J. KING | 63 |
| 1876 Sch | GATHERER | 95 |
| 1876 Sch | NIMBUS | 60 |
| 1877 Sch | WILLIE M. STEVENS | 80 |
| 1877 Sch | GOLDEN HIND | 74 |
| 1877 Sch | MARION | 82 |
| 1879 Sch | SARAH M. JACOBS | 80 |
| 1879 Sch | REUBEN S. HUNT | 182 |
| 1880 Sch | HORACE ALBERT | 68 |

| | | |
|-------------|----------------------|-----|
| 1880 Sch | FRANK C. PETTIS | 30 |
| 1880 3m.Sch | ELECTRIC LIGHT * | 564 |
| 1891 Sch | JAMES A. GARFIELD | 73 |
| 1891 Sch | ETHEL | 71 |
| 1881 3m.Sch | DAVID W. HUNT | 348 |
| 1881 3m.Sch | E. H. CORNELL | 355 |
| 1882 3m.Sch | CHARLES H. HASKELL* | 476 |
| 1882 3m.Sch | ALICE MONTGOMERY | 732 |
| 1882 Sch | MATTHEW KEANY | 69 |
| 1882 Sch | MAUD M. STORY | 75 |
| 1882 3m.Sch | WILLIAM C. GREENE | 367 |
| 1882 Sch | ELIZA R. | 71 |
| 1882 Sch | CARRIE E. LANE | 72 |
| 1882 3m.Sch | LIZZIE B. MORSE | 333 |
| 1883 Sch | MAUD S. | 79 |
| 1883 3m.Sch | WILLIAM T. DONNELL * | 538 |
| 1883 Sch | VESTA | 79 |
| 1883 Sch | EMMA | 81 |
| 1883 Sch | SOLITAIRE | 90 |
| 1883 Sloop | SAMOSSET | 51 |
| 1883 Sch | JAMES DYER | 85 |
| 1883 3m.Sch | JOSIAH R. SMITH * | 704 |
| 1884 3m.Sch | OLIVER S. BARRETT * | 635 |
| 1884 Sch | LAURA BALL | 82 |
| 1884 3m.Sch | GARDINER G. DEERING* | 717 |
| 1884 Sch | LUCY W. DYER | 82 |
| 1885 Sch | HENRY MORGENTHAU | 90 |
| 1885 Sch | CHRISTINA ELLSWORTH | 97 |
| 1885 Sch | MELISSA D. ROBBINS | 90 |
| 1885 Sch | ELIZA A. THOMAS | 92 |
| 1885 Sch | MABEL KENNISTON | 82 |
| 1885 Sch | GROVER CLEVELAND | 92 |
| 1886 Sch | JAMES G. WHITTIER | 104 |
| 1886 Sch | CARLETON BELL | 139 |
| 1886 3m.Sch | SAMUEL DILLAWAY * | 739 |

The seven schooners starred in the above list were built to be managed by Deering & Donnell. The partners' names appear often as first owners of their other vessels, as they not uncommonly built on speculation, and many of their other contracts called for delivery to a Cape Ann fishing port. In such cases, one or the other was often listed as master and personally navigated the new vessel across the Gulf of Maine.

The LIZZIE gave rise to what was often jokingly referred to as "Lizzie Law" at Gloucester, in recognition of an incident that resulted from the owners' falling behind in payments on his notes. The partners libelled her at Gloucester, but, failing to reach a satisfactory settlement, had the LIZZIE towed out by moonlight by a tug and taken to their wharf on the Kennebec, where a satisfactory adjustment was soon forthcoming.

When the partnership was dissolved, Donnell retained management of the ELECTRIC

LIGHT, SAMUEL DILLAWAY, JOSIAH R. SMITH, and CHARLES H. HASKELL, while Deering kept WILLIAM T. DONNELL, OLIVER S. BARRETT, and GARDINER G. DEERING. Each partner then continued to build schooners for his own account. Donnell in the old yard built:

| | | |
|-------------|----------------------|------|
| 1887 4m.Sch | KATIE J. BARRETT* | 963 |
| 1888 4m.Sch | GEO. A. McFADDEN* | 1070 |
| 1889 4m.Sch | CLARA A. DONNELL* | 1177 |
| 1891 4m.Sch | GEORGE P. DAVENPORT* | 1461 |
| 1891 4m.Sch | INDEPENDENT* | 1157 |
| 1892 4m.Sch | MARY E.H.G.DOW*(I) | 1198 |
| 1894 4m.Sch | MARY E.H.G.DOW*(II) | 1264 |
| 1896 4m.Sch | ALICE M. COLBURN* | 1603 |
| 1901 Stmr. | HOCKOMOCK* | 153 |

The HOCKOMOCK was a ferry.

G.G.Deering first leased the Houghton Bros.' yard at the foot of South Street and built six vessels. From 1890 to 1899 he occupied a yard later part of the Hyde Windlass Co., and built eight schooners. Selling that site to the windlass company, he then bought the Chapman & Flint yard, where John McDonald and before him Curtis, Cox & Arnold had built. About 1905 the business was incorporated as the G.G.Deering Co., with Deering's sons Carroll and Harry as part owners. Their list:

| | | |
|-------------|------------------------|------|
| 1887 3m.Sch | JOHN C. HAYNES* | 757 |
| 1888 Sch | REUB. L. RICHARDSON | 97 |
| 1888 Sch | ELLEN LINCOLN | 97 |
| 1888 3m.Sch | HORATIO L. BAKER* | 828 |
| 1889 4m.Sch | LYDIA M. DEERING* | 1225 |
| 1889 4m.Sch | JOHN S. AMES | 963 |
| 1890 4m.Sch | WILLIAM C. TANNER* | 1033 |
| 1891 4m.Sch | WESLEY M. OLER | 1061 |
| 1891 3m.Sch | JOHN S. DEERING* | 478 |
| 1892 4m.Sch | EDWIN R. HUNT* | 1132 |
| 1893 4m.Sch | DAVID P. DAVIS* | 1231 |
| 1895 4m.Sch | LEWIS H. GOWARD* | 1191 |
| 1896 4m.Sch | EDWARD E. BRIRY* | 1613 |
| 1899 5m.Sch | HENRY O. BARRETT* | 1807 |
| 1901 4m.Sch | MALCOLM B. SEAVEY* | 1247 |
| 1901 5m.Sch | MARY F. BARRETT* | 1883 |
| 1902 3m.Sch | FAIRFIELD | 564 |
| 1903 5m.Sch | GARDINER G. DEERING* | 1982 |
| 1904 5m.Sch | DOROTHY B. BARRETT* | 2088 |
| 1906 4m.Sch | ELISHA ATKINS* | 1259 |
| 1908 4m.Sch | WILLIAM R. WILSON* | 1385 |
| 1909 4m.Sch | MARY L. BAXTER* | 1036 |
| 1911 4m.Sch | LYDIA McLELLAN BAXTER* | 1352 |
| 1911 4m.Sch | MONTROSE W. HOUCK* | 1104 |
| 1913 5m.Sch | COURTNEY C. HOUCK* | 1627 |
| 1916 5m.Sch | JEROME JONES* | 1891 |
| 1917 4m.Sch | MAUDE M. MOREY* | 1364 |
| 1918 4m.Sch | HARRY G. DEERING* | 1342 |
| 1919 5m.Sch | CARROLL A. DEERING* | 2114 |

(continued on page 116)

BOOK REVIEWS

CLARKE, Robert, "Open boat whaling in the Azores. The history and present methods of a relic industry." *Discovery Reports*, vol. 26, pp. 281-354, pl. 13-18. Cambridge University Press, 1954. Price 21s, paper.

The Azores, being oceanic islands, are well situated for the pursuit of the sperm whale, which avoids continental shelves. For something like a century the Azoreans have sought the cachalot from their shores, using the methods learned from New Bedford, and their catch is now a respectable tenth of the present world production of sperm oil.

The boats used are 6-oared and lack centerboards; otherwise they and their gear are traditional, except that two-way radio telephones are now used for communication with the lookouts ashore. Recently this type of whaling has spread to Madeira also.

Mr. Clarke has approached his subject from all possible angles, giving a glossary of whaling terms (mostly borrowed direct from America) and a two-page Bibliography, which includes many classic American references.

ROBERTSON, R.B., "Of whales and men." xii, 300 pp., 27 ill. New York, Alfred A. Knopf, 1954. Price \$4.50.

This is the book version of "And then there was whale," which we reviewed in April LOG CHIPS. The author, who apparently spent the last couple of years in the United States working on his book, tells us all his characters are fictitious and merely "types," but they are so well-drawn it appears he is merely respecting the libel laws. He has some hard things to say of the exploitation of the whalemen by the whaling companies; but as the whalers nowadays are free agents and are no longer shanghaied, and as the expedition was the joint venture of Britain and Norway, two of the most labor-minded countries in the world, he is not always convincing.

Villiers and Hodgson have written about early whaling voyages to the Antarctic, but, except for McCracken's "Four months on a Cap whaler," this is the first good account of a voyage in a modern factory ship. Dr. Robertson turns his psychiatric eye at the whalers and decides they are mostly psychopaths (the same might be said of all who go to sea on long voyages), and except for calling all whale products "protein" and assuring us that gyro-compasses are accu-

rate to 1/1000 of a minute, he is generally accurate as well as entertaining.

SCHULZ, Günther T., "Unter Segeln rund Kap Hoorn," 254 pp., 111. Hans Dulk, Hamburg, 1954. Price DM 28 (say, \$6.75).

This handsome book, which we reviewed in January, has been reissued in a trilingual edition (English, German, Danish), with 14 additional pages of text and the same 114 plates.

CORTENUNDE, J.P., "Dagbog fra en Ostindiefart 1672-75," edited by Henning Henningsen. 231 pp., index. Handels- og Søfartsmuseet på Kronborg Søhistoriske Skrifter V, 1953. Price (paper-bound) about \$1.50.

There is little in print about Danish 17th Century India voyages, in contrast to the rich English and Dutch literature on the subject. This book helps make up for the lack by printing a log found among the MSS in the Royal Library of Denmark. It has been translated into modern Danish and is illustrated with maps and a series of interesting pen drawings inserted in the original journal.

CLOWES, G.S. Laird, "Sailing ships, their history & development, as illustrated by the collection of ship-models in the Science Museum." Part I. Historical notes. 115 pp., 38 pl., 11 ill., index. Fourth edition, H.M. Stationery Office 1932 (reprinted 1951). Price (paper) 5s (70¢).

This is a standard manual on the subject, and has an excellent series of illustrations. The late G.S. Laird Clowes was a noted authority on the older sailing ships, although he had a few peculiar notions not generally accepted. When dealing with more recent craft, however, he often went sadly astray, as in calling the GREAT REPUBLIC of 1853 a four-masted ship and crediting her with the first double topsails.

NAISH, G.P.B., "Royal yachts," 15 pp., 16 pl. London: H.M. Stationery Office, 1953. Price 2s (28¢).

The recent commissioning of a new Royal Yacht inspired the compilation of this interesting little pamphlet, which in a series of excellent illustrations shows the development of the Royal Yachts of England up to the VICTORIA & ALBERT of 1899. The text tells of some of the early yachts and lists plans now in the National Maritime Museum.

GREAT BRITAIN, ADMIRALTY, "A Seaman's Pocketbook," vii, 136 pp; 73 figs; index. H.M. Stationery Office, London, 1952. Price 3s 6d or 50¢.

This little book has been prepared by the Director of Naval Training for the instruction of recruits in deck seamanship. It replaces a manual prepared in 1943, and makes an interesting comparison with the "Bluejackets' Manual," which serves the corresponding purpose in the United States' service.

STATE STREET TRUST COMPANY, "Ship figure-heads and other wood carving art in our nautical collection," 42 pp; ill. Boston, State Street Trust Co. n.d.

Divided among the Main Office at State and Congress Streets, the Trust Office on Federal Street, the Massachusetts Avenue Office, and the Copley Square Office, the State Street Trust Company boasts a considerable collection of museum material. The Trust Office specializes in aeronautical material, and the other three are maritime in character.

This booklet describes and illustrates the carved work in the three maritime offices. Unfortunately, much of the material is identified only vaguely; and some has no pedigree at all. A figure alleged to have been "Abraham Lincoln" is almost certainly incorrectly identified; and in view of the countless alternate possibilities it would be interesting to know how the "George Washington" has been associated with the privateer of that name of 1780.

The illustrations alone, however, many of which are in color, make this a useful booklet and a handy guide to the visitor to Boston.

BRØGGER, A.W., and HAAKON SHETELIG, "The Viking Ships; their ancestry and evolution," 250 pp; ill; index. Dreyers Forlag, Oslo, 1953. Price Nkr 30.60 (\$4.30)

We reviewed the Norwegian-language edition of this book in LOG CHIPS for July 1952. This English translation, by Katherine John, appeared in a limited edition in 1951, and is now presented in a slick-paper trade edition, with many more illustrations, some in color. The text has been slightly abridged with respect to material of purely local, Norwegian interest.

The book now has an index, but there is still no bibliography. As the joint production of Norway's two professors of

archaeology, it will undoubtedly be the last word on the subject until new ship finds are unearthed.

UNITED STATES NAVAL ACADEMY MUSEUM, "Catalogue of the Henry Huddleston Rogers collection of ship models, United States Naval Academy Museum," xv, 117 pp; ill. U.S. Naval Institute, Annapolis, Md. \$1.50.

Col. H. H. Rogers, son of a Standard Oil millionaire from the old whaling port of Fairhaven, Mass., became interested in model ships in the period just after World War I. A decorator had prescribed a model as suitable for a niche in a recreation room; when someone criticized the Colonel's first choice as being inaccurate, he sent abroad for the finest examples money could buy. In 1922 he acquired the Sergison collection of 15 fine dockyard models of the period 1690-1720, an act which aroused considerable indignation in Britain. Since these models had originally been public property, and had merely been taken home by Sergison as Clerk of the Acts, there had been two centuries to get them back into public trust.

With these as nucleus, Rogers acquired a total of 107 models, which, unfortunately he was unwilling to leave in the condition in which he acquired them. He hired first Henry B. Culver and later Frederick Avery to "restore" them, this restoration usually consisting of adding as much gilded carved work as places could be found for. In 1935, Col. Rogers bequeathed his collection to the Naval Academy Museum, where it competes for space with the Academy Alumni Association. Some rigged models were stowed alongside the swimming pool, where humidity changes took heavy toll of the spars and rigging.

In June 1951, Mr. Avery, who accompanied the models to Annapolis and is now assistant to the Director of the Museum, was sent to England to search for identifications of some of the older models. This catalog, largely his work, gives photographs of most of the models, and descriptions, dimensions and scales of all. For relatively few are any history given. It would be good, for example, to know the background of a rigged model of the clipper GREAT REPUBLIC under Forbes' rig.

The collection has three or four contract half-models of British steamships around 1890, but practically nothing from the last period of sail.

LUBBOCK, A. Basil, "Round the Horn before the mast."

This book was first published in November 1902 by J. Murray, London, and it has enjoyed moderate success, with a third edition in 1907, a cheaper edition in 1911, and reprints in 1915, 1916, and 1928. An American edition, from the British sheets, was brought out by Dutton of New York in 1902, with others in 1903 and 1928. The earlier editions, at least, are illustrated with 11 photos, two reproductions of paintings by the author, a chart of the voyage, and a diagram showing the clinching of the crossjack leechline.

The voyage described was made around the Horn eastward from San Francisco to Liverpool in the four-masted bark ROSS-SHIRE, which is slightly disguised in the book under the name ROYALSHIRE, in the latter half of 1899. As a record of daily life in a large steel British square-rigger in the last days of the 19th Century, the book fills an almost unique place in maritime literature, but its significance is much greater as the first published work of a man who later became the leading historian of the sailing ship.

Alfred Basil Lubbock was born in September 1876, the son of Alfred Lubbock, who was a member of the great English family that successfully combined talents in banking and in science. Alfred Lubbock was the seventh son of Sir John Lubbock and a brother of the first Lord Avebury. Basil Lubbock was educated at Eton, where he was on the cricket eleven in 1894 and 1895, and in 1897 he came to Canada. Joining in the gold rush, he went over the Chilkoot Pass to the Klondyke, and after a few months he found himself in San Francisco.

Although he does not mention it, Lubbock must have come across Stevenson's "By way of Cape Horn" (he includes several items from it in his book, including a reference to the stunsails on the "Judas Doves") and it appears that he decided that although he had made no fortune in the Klondyke, he could return home as the author of a book about a voyage in a sailing ship and thus have something to show for his time abroad.

Accordingly, on 12 July 1899 he signed on the ROSS-SHIRE as an ordinary seaman at two pounds a month, living in the halfdeck with the apprentices. The voyage was made in 123 days without any outstanding incidents, although the author manages to fill 375 pages. The first news of the Boer War was received from the Queenstown pilot, and

Lubbock promptly obtained a commission in Henna's Scouts and was off to South Africa. The book was published after he returned, by which time the ROSS-SHIRE, which was built in 1891, had been lost by fire off the west coast of South America, on 24 Dec. 1900. Her deck-, sail-, and sheer-plans are in Vol. 2 of "Last of the windjammers."

Many authors of books of this nature are never heard from again, but Lubbock, as already indicated, was an outstanding exception. He first tried his hand at nautical fiction, producing "Jack Derringer, a tale of deep water," the American edition of which was brought out by Dutton in 1906, and "Deep sea warriors," with four illustrations by the author, published in America by Dodd, Mead in 1910; both books are virtually unknown today.

A happier idea was to collect information on the almost-forgotten sailing ships of an earlier generation, and this led to the production of "The China clippers" in 1914 and to an association with Brown & Son of Glasgow, publishers of "Brown's Nautical Almanac" and the "Nautical Magazine," who published "China clippers" and all of Lubbock's later works on similar lines. Simultaneously, Lauriat in Boston issued American editions from the British sheets. Although "China clippers" suffers from the same faults as Lubbock's later books -- a lack of proper documentation of facts, or of sufficient comprehension of naval architecture or the economics of ship operation -- and it appeared on the eve of World War I, it was an immediate success, with two printings in its first year and 7 editions by 1929.

Lubbock's researches were interrupted by soldiering in France and India during World War I, in which he attained the rank of Captain, but in 1921 his second work, "The Colonial clippers," appeared. This described the early vessels that traded from Britain to Australia and New Zealand, and was followed in 1922 by "The Blackwall frigates," an account of the London-owned sailing vessels that succeeded the East India Company ships in trade to India and Australia. Next appeared "The log of the CUTTY SARK," in 1924, a full biography of the noted tea and wool clipper. "The Western Ocean packets," an account of the American transatlantic sailing packets, followed in 1925.

Brown & Son became Brown, Son & Ferguson in 1927, and in that year they published the first volume of "The last of the wind-

jammers," a tremendous work originally projected to cover all sailing vessels built since the year of opening the Suez Canal, 1869. The second volume appeared in 1929, but the two had managed to cover only British-built vessels, and not all categories of those. Lauriat issued sets with the two volumes bound in four parts, though they contain only 518 and 443 pages.

The first overflow chapter from "Last of the windjammers" came out in 1929 as "The Downeasters," grown into a whole book on American square-rigged sailing vessels. "The nitrate clippers" in 1932 only covered the German Laeisz fleet and the French Bordes fleet, although there were several other German firms in the business. "The opium clippers," in 1933 returned to a subject briefly touched on in "China clippers" and recounted at length the details of the British trade in opium from India to China and the wars that resulted from Chinese efforts to block the trade.

"Coolie ships and oil sailers" in 1935 covered the Nourse and Sandbach, Tinne fleets that carried indentured laborers from India to British Guiana and Fiji and the Anglo-American Oil Co.'s big case-oil carriers. "The Arctic whalers" in 1937 covered the Dundee, Peterhead, and Hull Greenlandmen; this was the only volume in the Brown series not also published by Lauriat.

A digression from ship histories was "Bully Hayes, South Sea pirate," a biography of the semi-legendary blackbirder and ruffian, published in 1931 by M. Hopkinson of London and by Lauriat. Lubbock joined the craze for expensive books on nautical subjects that flourished in the early '20's by writing "Adventures by sea from art of old time," which was edited by Geoffrey Holme and had a preface by John Masefield. It had 40 pages of text and 115 plates reproducing nautical scenes of the past, and was published in an edition of 1750 copies by The Studio, London, and Boni in 1925.

Somewhat similar was "Sail: the romance of the clipper ships," for which Lubbock prepared ship biographies to go with color reproductions of Spurling's gaudy ship portraits. Three volumes of this in all were produced; the first in 1927 and the second in 1929 had text by Lubbock, the third, in 1936 was by Alexander Campbell. All three were published by Blue Peter, which brought out an abridged version in 1938 under the title "The romance of the clipper ships." There was an American edition of this by Macmillan in 1939, while a second edition

in 1948 and 1949 was published in London by H. Locke, New York by Macmillan, and Toronto by Clarke, Irwin.

The last book that Lubbock was concerned with was "Barlow's Journal," a transcription of a 17th Century MS account of a seafaring life. It was published in 1934 in two volumes by Hurst & Blackett, in both a trade edition and a limited edition; there was also a cheaper edition in 1937.

Lubbock's productivity ended with the "Arctic whalers," and he died in September 1944 having been virtually crippled for some time with arthritis. Although more scholarly works, like "Square-riggers on schedule" and "The tea clippers" have been issued covering certain aspects of the studies he pioneered, his works, in spite of the faults already mentioned, convey to the reader an enthusiasm for the sailing ship hardly matched by any other writer.

Brown, Son & Ferguson have kept most of the Lubbock titles in print, with new editions since World War II, so that the major portion of his work is still readily available. The books are seldom seen in second-hand bookstores, which fact tends to prove that readers hold on to them.

DEERING & DONNELL, continued from p.112

Gardiner G. Deering died 24 October 1921. The G.G. Deering Co. remained in business until about 1930, the last of its schooners, the GARDINER G. DEERING, being burned at Brroksville, Me., on 4 July 1930.

Mr. Deering was the originator of the Maine method of building without hanging knees. The Southern oak used for knees after 1890 rotted quickly, particularly the root arm, and was a source of early weakness. Deering replaced the knees with a heavy strake of hard pine under the beams. This construction, which can be readily understood by comparing Pl.58 in Underhill's "Deep Water Sail" with Pl.84 (bark EMILY F. WHITNEY of 1880 vs schooner MARY H. DIEBOLD of 1920) was first used in 1899 in the HENRY O. BARRETT.

Deering was also the first builder to use square-ended ceiling plank. He followed the reasoning here of H.M. Bean of Camden, who advocated square-ended keelson timbers without scarphs. The idea in both cases is that the scarphs in a long hull weaken the hull by reducing the effective length of each stick and hence requiring more butts, and that square-ended construction with longer timbers is therefore stronger; it certainly is cheaper.

MORE ON BOOKS OF SPECIFICATIONS

Our story on this subject in April LOG CHIPS brought further information from two readers. Mr. J. Frederick Douty, naval architect of Baltimore, sends word on the following six books in his library:

"Specifications for a steel fire boat for the Fire Department of the City of Baltimore, March 1910." This was printed by Unz & Co., N.Y., and has 79 leaves, including information for bidders, the contract, an index, and the specifications. Pumps, machinery, equipment, outfit, and detailed scantlings are specified. The bid form in this copy has been signed by Harry G. Skinner, President and Treasurer of the Skinner SB & DD Co. of Baltimore, proposing to build the vessel for \$110,000. The bid apparently was accepted, and the vessel was built by Skinner as the DELUGE, Hull No. 45, in 1911.

"Specifications for two passenger and freight steamers to be built by the Maryland Steel Company, Sparrows Point, Maryland, for Chesapeake Steamship Co., Baltimore, Maryland, 1912." Chas. H. Martin & Co. of Baltimore printed this, which has 63 leaves. There are corrections in pencil and some on typed slips pasted in. The vessels are identified as "York River Steamers No. 134 and No. 135," and were named CITY OF ANNAPOLIS and CITY OF RICHMOND respectively. The latter still runs on the Old Bay Line Baltimore-Norfolk route. Some details were specified to be "same as on CITY OF BALTIMORE."

Next is the specification for a standard 3500-ton wooden steamer: "Yellow pine ship. Specifications for the construction of a standard wood steamship, hull only, for the United States Shipping Board Emergency Fleet Corporation, May 1917." Theodore E. Ferris, Naval Architect and Engineer, 30 Church Street, New York, N.Y., is listed as author of the specs, which occupy 62 leaves, with 4 pp of addenda and 3 of amendments pasted in, and were printed by the Government Printing Office.

In the same year comes a book from the press of Kohn & Pollock of Baltimore: "Specifications for hull of a wooden tug boat to be built by Bethlehem Steel Company (Maryland Shipbuilding Plant), Sparrows Point, Maryland, for Bethlehem Steel Company, 1917. Yard Number 171." This book has 53 leaves, and, despite the title, includes the machinery specs. Coal burning is changed to "oil" in pencil. This was the 133-ft tug PROGRESS.

Next, "Specifications for steel paddle wheel steamer ALEXANDER HAMILTON to be built by Bethlehem Shipbuilding Corporation, Ltd., Sparrows Point Plant, Sparrows Point, Md., for Hudson River Day Line. Contract dated December 28, 1922. Builder's Hull No. 4217. J.W. Millard & Bro., Naval Architects, New York City." There are xxi pp. of index followed by 188 leaves. The steamer was to be "equal in every respect to the ROBERT FULTON" and general design of machinery to be "like that of the WASHINGTON IRVING."

The sixth book on Mr. Douty's shelf covers the next hulls from the same yard: "Hull Nos. 4218-4219. Builders, Bethlehem Shipbuilding Corporation, Ltd., Sparrows Point Plant. Specifications for the construction of two passenger steamers for the Eastern Steamship Lines, Inc. (Boston and New York Service). Office of Mr. Calvin Austin, President, India Wharf, Boston, Massachusetts. Theodore E. Ferris, Naval Architect and Marine Engineer, 30 Church Street, New York City, N.Y." This has xxix pp. of index, followed by 385 pp. (no blank sides) of details of furnishings, outfit, and spares. The vessels were the BOSTON and NEW YORK, built in 1924.

From San Francisco, Director Karl Kortum of the S.F. Maritime Museum, sends us "Specification for building a steel double end ferry boat for The Southern Pacific Company," published at San Francisco in January 1907. It has 87 leaves of specs, the index going through 98. This is an exceedingly interesting item in the history of the Bay ferries, as the vessel was never built. However, through the existence of this volume we have a detailed picture of what the S.P. considered to be an up-to-date vessel in 1907. She was to be 281'4" long over guards, 44' beam molded and 64' over guards, and 21' in molded depth. The main deck was to have team gangways, indicating that she was intended for the Oakland Creek run. The saloon was to be finished like that of the BERKELEY, while restaurant and kitchen fittings were to be like NEWARK's.

The power plant was to be two three-cylinder compounds, 25"-37½"-37½" x 30" stroke, on a continuous shaft (which was to pass through a tube through the fuel oil tank) with single propeller at each end. But apparently no shipyard would quote a price satisfactory to the S.P., so the line established its own shipyard at Oakland and built the wooden side-wheeler MELROSE in 1908 for the Creek Route.

SAILING SHIP NEWS

ADVENTURE, aux. sch. Last New England dory trawler, built Essex, Mass., 1926. Will become dude sailer out of Rockland, replacing MAGGIE, now on bottom of Lemon's Cove.

ATLANTIC, aux. 3m. sch. yacht. Not scrapped as before reported, but to become tourist trap at Wildwood, N.J.

BOWDOIN, aux. sch. 26 June left Boothbay Harbor for Labrador. Donald B. McMillan, 79, her owner-master on his 30th Arctic voyage was commissioned Rear Admiral U. S. N. R. by special Act of Congress a few hours before. His wife is also along.

CONSTITUTION, U.S. frigate. Received new 64', 6½-ton bowsprit at Boston in early June. All her lower rigging has been renewed or restored.

CHARLES R. WILSON, 3m. sch. Bought in May by Ernie Mahood and beached near his logging camp near Stillwater, 15 mi S of Powell R., B.C., with ss CAPILANO.

DANMARK, Dan. aux. tr. ship. 25 March arr. Copenhagen, from Bermuda 13 Feb.

DAR POMORZA, Pol. aux. tr. ship. 28 June passed Dover, bound out from Baltic.

EAGLE, USCG aux. tr. bk. 31 May left New London in company USCGC ROCKAWAY, for cruise to Santander, Amsterdam, and Copenhagen.

ESMERELDA, Chil. aux. tr. 4m. T/S sch. 19 July arr New Orleans from Cadiz 16 June via Canaries 22 June. Bound to Valparaiso via Balboa.

HISPANIOLA, Br. aux. 3m. sch. Built 1877 as RYELANDS; used to film "Treasure Island;" 1950 bought by Corporation of Scarborough for \$6500. Has been resold to a movie firm, will be refitted 1843 style at Hull, and will be used to film "Moby Dick" south of Ireland.

JUAN SEBASTIÁN DE ELCAÑO, Span. aux. tr. 4m. T/S sch. Current cruise began at Cadiz 20 Oct. 1953, then S. Vicente CVI, Santos, Buenos Aires, Cape Town, St. Helena, Pernambuco, La Guayra, Havana, 8-13 May Savannah, 30 May-6 Jun. Boston, Marin 12 July.

JOAN G., Can. m/v. Built San Francisco in 1882 as sch MAID OF ORLEANS. 1928 aux OLD MAID II of Hudson Bay Co. 1936 was ashore in Arctic; refitted as Gibson Bros m/v JOAN G. Bought lying at Moodyville, B.C., in June by Capt. Wm. Dolmage. Will be dismantled and hull made either a barge or a breakwater.

MAGGIE, sch. See ADVENTURE above.

MAIPO and TELUS are for sale in Peru.

MERCATOR, Belg. aux. tr. bim. 24 Apr. left Antwerp for Madeira; 25 May arr. Fort de France; left 2 June; aground 3 June. 10 June arr. Philadelphia; 21st for Boston.

PACIFIC QUEEN, ship. 12 July towed off Sausalito mudflats by SEA DEVIL, DARING, and CROWLEY No. 20; drydocked at Bethlehem Pacific; surveyed sound; 19 July bought for \$25,000 by San Francisco Maritime Museum Assn.; to be refitted as BALCLUTHA and displayed at Pier 43, San Francisco.

PAMIR, Ger. aux. 4m. bk. Sold at auction for DM310,000 (\$74,000) to the Schleswig-Holstein State Bank, Schlieven's main creditor, at Hamburg 2 April.

PASSAT, Ger. aux. 4m. bk. Was due to be auctioned at Lübeck on 24 April.

PIETER ALBERT KOERTS, Dutch aux. bk. Ex SEUTE DEERN. 19 April left Hamburg for Delfzyl. A gift of a former resident of that town now in USA, as a youth hostel.

SEINE, Fr. bk. Built 1899 and lost at Perranporth, Eng., in 1900. Remains of wreck blasted apart in May to allow a cable to be run ashore there.

STATSRAAD LEHNKUHL, Nor. aux. tr. ship. 16 June left Bergen for Baltimore.

VEMA, Hond. aux. 3m. sch. Arr. New York 4 June from geophysical exploration cruise of Gulf and Caribbean that began 8 Jan.

VICTORY CHIMES, 3m. sch. Ex EDWIN & MAUD. Bought by Capt. Frederick B. Gould of Castine, Me.; refitted at Humphrey's Shipyard, Weems, Va.; 27 June in distress off Cape May with loss of mainsail; USCG GEN-TIAN towed for a time; finally arr. Rockland, Me., 5 July; was booked for a dude cruise to start that day.

(Our thanks for items to R. B. Applebee, R. H. Burgess, E. D. Collins, W. J. Gilman, R. H. I. Goddard, Thos. Hornsby, Harold Huycke, Gordon Jones, Jürgen Meyer, J. S. McCullough, J. W. D. Powell, and Giles Tod. Keep it up.)

NEWS AND NOTES

NAVY RELICS-- After extensive hearings, Congress agreed to maintain the CONSTITUTION (whose condition is reported above), to turn over the CONSTELLATION to Baltimore and the HARTFORD to Mobile, authorizing the Navy to patch them up sufficiently to make delivery, and to permit the Secretary of the Navy to dispose of the OLYMPIA and OREGON if no group comes forward within one year to take them over. Since it would cost \$4 million to restore the OLYMPIA and get her to Olympia, Wash., and \$51,000 annually to maintain her, there is little hope in Olympia of being able to save her.

FOUR-MASTED SCHOONERS BUILT IN DENMARK, COMPILED BY J. MALMØR

1913

MORTEN JENSEN Aux Stl 372 Frederikshavn F'havn SV & FD 1916 Norveg TYHOLM;
rn KOMET rn TYHOLM rn NIOBE rn SCHWALBE rn NICBE; capsized 1932.

1914

PHØNIX Aux Stl 357 Svendborg J. Ring Andersen 1918 HÅUKUR; 1927
Portuguese ANFITRITE I^o.

SAMSO Aux Stl 387 Frederikshavn F'havn SV & FD 1916 ABDON; 1918 Ger-
man prize

1915

HJALMAR SØRENSEN Aux Stl 555 Aalborg P. Stühr 1916 RASK; rn ALTAR

NIELS HANSEN Stl 373 Svendborg J. Ring Andersen 1916 INGEBOG. Lost '26.

1916

ALFA Aux Stl 374 Marstal H. C. Christensen 1935 sold to Italy.

EMNIRITTE Wd 308 Svendborg J. Ring Andersen Missing 1920.

RUGSE Aux Stl 335 Svendborg J. Ring Andersen 1921 ASTA; 1930 TINA.

1917

DRAGØR Aux Stl 384 Svendborg S'borg SV & MF Lost 1920.

DROGØR Aux Stl 381 Svendborg S'borg SV & MF 1929 NINA POTESTA.

ELSE Wd 342 Nakskov R. Rasmussen 1923 Estonian HELGA;
rn APOLLO; 1927 Chil. NATIVIDAD; 1929 JIRENA; rn APOLLO; 1939 HEPHILA,
Finnish; lost 1941.

OLGA Wd 316 Svendborg J. Ring Andersen 1930 Norwegian.

POLARSTJERNE Aux Wd 342 Svendborg Øxenbjerg SV 1927 Estonian; lost '33.

YRSA Wd 324 Svendborg Øxenbjerg SV 1917 LYNAES; missing '33.

1918

ANNELISE Aux Wd 346 Nakskov Nakskov SV 1923 LISA; lost 1941.

DRONNING THYRA Aux Wd 467 Faxe J. Koefoed Submarined 1918.

FYLLA Wd 324 Svendborg J. Ring Andersen Missing 1920.

KAI HVILSON Wd 340 Svendborg Øxenbjerg SV 1926 Estonian.

1919

DANA Aux Wd 362 Nakskov Nakskov SV 1924 Swedish CARINA;

1934 Italian GIUSEPPINA V.

DRONNING AGNES Aux Wd 354 Korsør Korsør SV 1924 Fr. BASSILOUR.

DRONNING DAGMAR Aux Wd 415 Faxe J. Koefoed Lost 1926.

GERDA Wd 299 Frederiksund F'sund SV Lost 1945.

GULDSTRAALEN Aux Wd 407 Aarhus Aarhus SV Lost 1919 by fire.

KNUTHENBERG Aux Wd 341 Bandholm Bandholm SV 1923 Norveg. LILLA.

KONGEDYBET Aux Stl 389 Svendborg S'borg SV & MF Lost 1933.

LUDVIG THEISEN Aux Wd 355 Nakskov Nakskov SV 1923 Est. INGEBOG.

MARGOT Aux Stl 391 Svendborg S'borg SV & MF 1926 MARGARET W. of NZ

MOGENS KOCK Aux Stl 372 Svendborg S'borg SV & MF Lost 1929.

NYKØBING Aux Wd 266 Nykøbing M. Marsø SV 1925 Swed. ELNA.

POLSTERNMAN Aux Wd 332 Korsør Korsør SV Finnish.

POUL Aux Stl 287 Svendborg S'borg SV & MF Lost 1922.

RUTH Wd 321 Thure T. Ph. Jørgensen Lost 1945.

RØSEN Aux Wd 382 Køge A/S Codanvaerft 1923 MENTOR; '36 HELMI.

SIGRID Wd 361 Svendborg Øxenbjerg SV 1921 SVANEN; lost 1933.

SVANEN Wd 337 Svendborg Øxenbjerg SV 1921 Swedish.

SØLVCOHR Wd 356 Høbro C. Tommerup 1923 CAPITAINE GUYOMARD.

1920

DANEDRONNING Aux Stl 1688 Rødby Rødbyhavn JSV 1923 Norveg. GROSHOLM;

1925 PIONER; full-powered motorship.

DANEFOLK Aux Stl 1686 Rødby Rødbyhavn JSV 1924 Brit. WESTWARD;

rn BADGER; 1947 Danish; 1950 British AFRICAN QUEEN

DANEKONGE Aux Stl 1688 Rødby Rødbyhavn JSV 1925 Peruv. HUSVIK.

DANMARK Wd 347 Nakskov Nakskov SV Lost 1921.

DRONNING MARGRETHE Wd 469 Faxe J. Koefoed Lost 1928.

DRONNING THYRA Wd 467 Faxe J. Koefoed 1926 Ger. SCHLESWIG;

1934 Finnish HELENA.

1920, continued

| | | | | |
|------------------|---------|--------------------------|-----------------|-----------------------|
| HELGA (T/S) | Aux Wd | 357 Nordby | Fanø Skibsværft | 1935 SENHORA DA SAUDE |
| LYNETTEN | Aux Wd | 382 Kjøge | A/S Codenværft. | 1927 Swed.INGER. |
| MUNKEBJERG (T/S) | Aux Wd | 367 Korsør | Lilleø Skibsv. | 1923 Estonian AVASTE; |
| | | 1924 Danish SVAERDFISKEN | | |
| RICHARD | Wd | 360 Svendborg | Øxenbjerg SV | Lost 1926 |
| | | | | 1921 |
| NORDBORG | Wd | 348 Faxe | J. Koefoed | Lost 1932. |
| SVENBORG (T/S) | Wd | 346 Odense | Odense SV | Finnish |
| | | | | 1922 |
| ELIN | Aux Wd | 361 Marstal | E. Eriksen | Lost 1927. |
| | | | | 1923 |
| CAROLINE | Aux Stl | 665 Marstal | H.C.Christensen | 1935 Portuguese. |
| | | | | 1924 |
| RUNEHØJ (T/S) | Wd | 369 Korsør | Lilleø SV | 1925 JEAN DUNOIS. |

Denmark was the only country outside North America where the four-masted schooner attained any great degree of popularity. A few of the examples in the above list carried yards on the foremast, and are distinguished, where known, by T/S.

Mr. Malling tells us that the POLSTJERNAN of 1920 is something of a mystery, as she does not appear in Lloyd's Register until the late '20's. Apparently the builders went bankrupt, and she was a long time being completed.

The MORTEN JENSEN, first vessel in the list, was later the well-known jackass-bark NIOBE, German training ship.

OBITUARIES

C. FOX SMITH-- Miss Cicely Fox Smith, author and poet, died early in May in a nursing home in England. Her works were devoted to the last period of sail, covering the clippers and the ships of her own lifetime. She was 72.

HARRY HAMILTON-- It is with great regret that we record the death of Harry Hamilton of Whittier, Calif., on 1 May, from a heart attack. Harry was a transplanted New Englander who migrated to Southern California to live out his retirement years among the orange groves. He brought with him a love of ship modelling, and, finding kindred spirits in his vicinity, was inspired in 1948 to found the Nautical Research Guild.

The "Secretary's Monthly Letter," first issued in February 1948, was supplemented in January 1949 by a quarterly "Nautical Research Journal," and the two were combined as a monthly Journal in 1951. We have not yet heard whether the Journal is to be continued.

Harry, though we never met him in person, was a good friend to LOG CHIPS, and in fact it was largely through the example of his Letter that LOG CHIPS was established in July 1948. He is survived by a widow.

J. I. SOMERVILLE-- We learned only recently of the death of John Wilson Somerville, which occurred at his home in Jacksonville, Florida, from a heart attack on 28 January 1954. He left a widow, Mrs. Gertrude Somerville, and had two sisters living in Asheville, N.C.

Mr. Somerville was born in Ottawa, Can., 26 March 1872, son of Wm. M. Somerville, who later moved to Jacksonville. At 17 he went to work for a bridge-building firm and was sent to the Eastern Shore of Maryland, where considerable railroad construction was then going on. Later he was with Geo. F. Craig & Co. of Philadelphia, and about 1899 became associated with Hunter, Benn & Co., lumber shippers from the Gulf. He managed their branch at Gulfport, Miss., for many years and also engaged in shipping on his own account. His World War I ventures were recounted in a short article in "American Neptune" for April 1946, which concluded that ships are called "she" because "you cannot tell when they are coming home or how much money they are going to spend."

During World War II, Mr. Somerville was connected for a time with the Maritime Commission. He was an inveterate writer of letters to editors, both on historical subjects and contemporary affairs. He also had considerable talent as a portraitist of shipping, both steam and sail, and a number of his drawings have appeared in the "American Neptune." He read LOG CHIPS regularly and generally sent us a critique of each issue, which was always welcome.